



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Timothy Hillis

David Mendoza

Mike Sheehan

Rob Smith

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** June 18, 2013 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Linda Anderson, Bari Bookout, Katherine Casseday, Tim Hillis, David Mendoza, Mike Sheehan, and Rob Smith.

**Guests Present:** Thomas Noyes (WSDOT), Don Brubeck (West Seattle Bike Connections), Dan Graynski (Fehr & Peers), Christine Wolf (Port of Seattle), Jim Tutton (WTA), Suzie Burke (Fremont/NSIA).

**City Staff Present:** Dongho Chang, Jonathan Dong, Mary Rutherford, Bill Bryant, Steve Pearce, Mike Johnson, Ron Borowski, Kristen Simpson, Ruth Harper (all SDOT).

### 1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

### 2. Public Comment

During the discussion on East Marginal Way (agenda item 5), Don Brubeck of West Seattle Bike Connections commented that this as a chance to improve safety on East Marginal Way. Both northbound and southbound bicycle facilities/routes should exist. He noted that truck drivers tend to be courteous drivers and that a two-way route on the west side would help prevent some of the weaving moves made by bicyclists.

### 3. Approval of minutes

The April 2013 minutes were approved.

### 4. Chair's Report and Announcements

Warren suggested that the FAB provide comments to the City Council regarding the proposed vacation of Occidental Avenue South. Bari Bookout will take the lead on preparing these comments.

Katherine Casseday agreed to write some comments regarding the draft Bicycle Plan update. Comments are being taken until July 26. Warren questioned the approval of a bicycle plan update before the preparation of a freight plan.

Warren brought up the issue of a bicycle race that closed Shilshole Avenue, which is a Major Truck Street. He reported that the street was closed in the morning instead of at 2 p.m. as planned, and some business access was restricted. Dongho Chang followed up after the meeting with information from the Seattle Police Department (SPD). According to SPD the road was closed as scheduled and local access was to be

provided. SDOT will request that SPD pay special attention to access on Major Truck Street and in Manufacturing and Industrial Centers.

### **5. East Marginal Way**

Dongho Chang spoke about the desire to improve safety along E Marginal Way for all modes. He described potential short-term and long-term improvements. Funding for short-term improvements and for planning long-term improvements has been requested through the supplemental budget process, with a decision expected in July.

Warren noted that there are fewer driveways on the east side than on the west side, and a discussion ensued about which is the better side to have a final path. Dongho stated that regardless of any improvements made on the west side in the short term, the City is not doing anything to preclude the east side being the solution in the future.

The presentation slides are available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

### **6. Aurora Avenue Corridor Improvements**

Dongho Chang and Jonathan Dong briefed the Board about the Aurora Corridor Improvement Project. Rapid Ride Line E will commence in this corridor in February 2014. There will be a peak period business access and transit (BAT) lane in both directions, with the potential exception of the southbound PM period between N 72<sup>nd</sup> and N 77<sup>th</sup> Sts, which is used heavily by vehicles parking to access neighborhood businesses.

Comments from the Board included:

- Will there also be sidewalk improvements? A: There will be curb ramps along the corridor; bus stops will be upgraded, as well as sidewalk improvements at bus stops. Bus stops will be “rapid ride” style, not bus bulbs.
- Will there be fewer bus stops? A: No, the stops have already been consolidated.

Though this project removes peak hour parking, Dongho noted that there is a long-term improvement in travel times as more people use transit. Recent changes have improved transit travel on Aurora south to Denny, without moving many cars to 15<sup>th</sup>/Elliott. It is better for freight mobility when more people use transit.

The presentation flyer is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

### **7. Heavy Haul Update**

Mary Rutherford reported that the Port of Seattle has drafted a white paper on the heavy haul proposal and SDOT has provided comments. Next step is for the white paper to be finalized.

Comments from the Board included:

- The competitive position of the Port needs to be maintained. Ships avoid Seattle because of the lack of a heavy haul corridor.
- Can we be incremental in implementing a heavy haul corridor?
- Will the network include physical street improvements? A: There are weight considerations involved—axle loads, etc. East Marginal could be part of this, i.e. be a heavier/thicker road.

## **8. Waterfront Transit**

Steve Pearce and Mike Johnson returned to discuss Waterfront Transit issues. There were two presentations, both available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

The goal is to balance many priorities, one of which is to maintain the Major Truck Street designation and function.

One option (2B), shows improved transit priorities and transit reliability around Main St. There is a ferry queue problem during summer weekends, however the City Traffic Engineer should be able to manage this in real time in the Traffic Management Center (TMC).

Comments from the Board included:

- Can transit get off further south? A: Metro has considered several routes, including Main and Washington Streets. These streets are not arterials and would require a major rebuild. The Pioneer Square neighborhood looks at these streets as quiet neighborhood streets and sees large volumes of transit uses inconsistent with these streets.
- These presentations don't show any pictures of trucks. When you're talking to the public, you should call this road (Alaskan Way) a major truck street. A: In future presentations, trucks will be shown. It's also a complete street. The street needs to be designed to meet needs at all times-of day.
- At least two general purpose traffic lanes must be maintained at all times.
- Show trucks in presentation and put them in the center lane.
- During snow and ice, trucks can't use ramps. A: During times of snow and ice, Alaskan Way is the designated response route which would be managed based on SDOT's response plan.

Local waterfront transit will be complimentary to other transit, in the shared lanes. It could be a streetcar or a rubber tire battery-operated bus. Modern and larger vehicles work best—they load faster and work better. Buses are less expensive than streetcars. The Freight Board agreed that Option B (Coach) is their preferred option.

On Monday July 15, there will be a special committee presentation to City Council.

More information about this meeting can be found at:

<http://clerk.seattle.gov/~scripts/nph-brs.exe?s1=alaskan.comm.&S3=&s2=&s4=&Sect4=AND&l=20&Sect6=HITOFF&Sect5=AGEN1&Sect3=PLURON&d=AGEN&p=1&u=%2F%7Epublic%2Fagen1.htm&r=1&f=G>.

WSDOT announcement: There is a WSDOT rail plan update. This could be presented to the Board in August.

**9. Adjournment**

The meeting adjourned at 11:30 am.